



The Rhumb Line

Maine Maritime Museum

Fall 2003

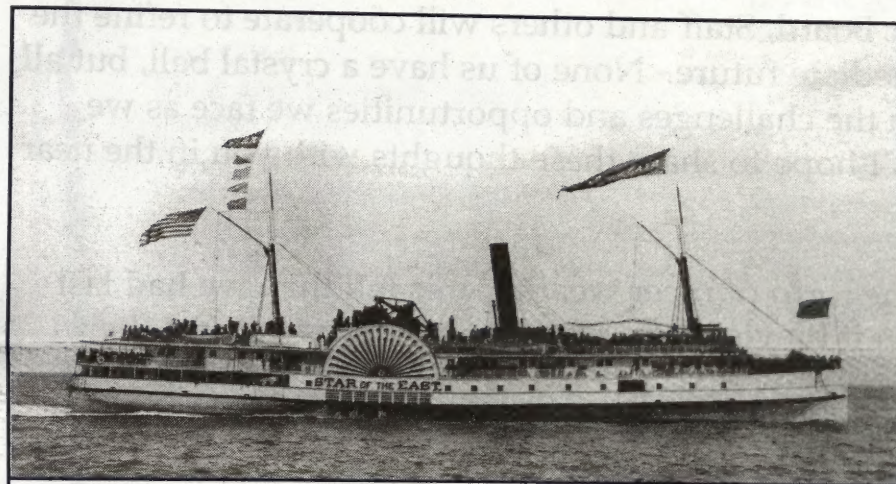
Explore Maine's Maritime History Where It Began!

Number 35

Steamboats of Mid-Coast Maine

By Tom Wilcox, Executive Director

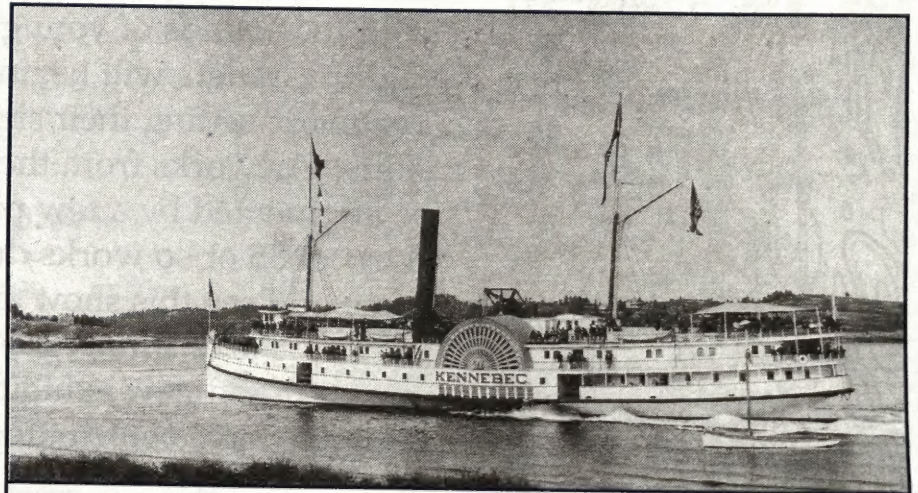
Star of the East (later *Sagadahoc*), *Wiwurna*, *Nellie G.*, *Winter Harbor*, and *Della Collins*. These were well known names a hundred years ago around these parts and were representative of the steamboats that collectively carried millions of passengers to, from and along the mid-coast of Maine. These vessels and their type did so for a hundred years (from the 1820s), but their heyday was certainly the fifty years or so between the end of the Civil War and the beginning of the First World War. *Knickerbocker* and *Seguin*. Some steamers pushed and pulled sailing vessels to and from the sea. *Hockomock* and *Ferdinando Gorges*. Some carried people, horses and railroad cars back and forth across the Kennebec River.



Star of the East, built at the John Englis yard in Brooklyn, New York; placed in the Boston to Kennebec service for the 1866 season. 244' long, 35.2' of beam and 12.8' depth of hold, a side-wheel steamer, she measured 1,413 tons. Her 700-horsepower walking-beam engine was made by Morgan Iron Works in New York.

Star of the East was representative of the night boats that ran from Boston to the Kennebec River ports of Popham Beach, Bath, Richmond and Gardiner and she had the longest tenure of them all. Built in Brooklyn, New York by John Englis in 1866 she ran from Lincoln's Wharf in Boston to Gardiner during the ice-free months for twenty-five years until the 1891 season when she was refurbished and re-named *Sagadahoc*. Then she ran the same route for another thirteen years, until 1903, a tenure of almost 40 years.

Her running mate for the last years was the *Kennebec*, a vessel of very similar design, built by the New England Company in Bath in 1889 to the specifications of her skipper and principal in the Kennebec Steamboat Company, Capt. Jason Collins.



Slightly larger than *Star of the East*, *Kennebec's* principal dimensions were 256' by 37.6' and 13.1'. She measured 1,652 tons. She was built at the New England Company in Bath in 1889. The Quintard Iron Works of New York built her 800-horsepower walking-beam engine.

For their "summer arrangement" these two vessels made daily round trips, alternately leaving Boston and Bath at six o'clock in the evening. Passengers boarded through an entry-way just abaft the paddle box and entered a lobby. They settled their account with the purser and received a stateroom key. Porters were available to take luggage up the brass-bound staircase to the saloon deck (or even higher to the gallery deck in later boats), outboard of which were the state-rooms. Fares were for the passage only. Additional charges were for a stateroom and an evening meal. The latter was served in the main saloon shortly after sailing on long white linen-covered tables set up along the centerline. (The Maine night boats tended not to have a separate dining saloon as did their more elegant - and larger - cousins on Long Island Sound under the Fall River Line.) After dinner one retired to one's stateroom for, one could always hope, a restful night's sleep. This wasn't always the case.

If these vessels were pleasingly, even ornately, furnished; if meals served aboard were enjoyed heartily; further, if the record for both safety and on-time service was highly commendable; these vessels were quite poor sea boats. Their shallow draft was most helpful, sometimes critical, in the upper reaches of the Kennebec (and the Penobscot, for the Bangor boats). But their relatively narrow beam together with their mass of superstructure caused them to roll and

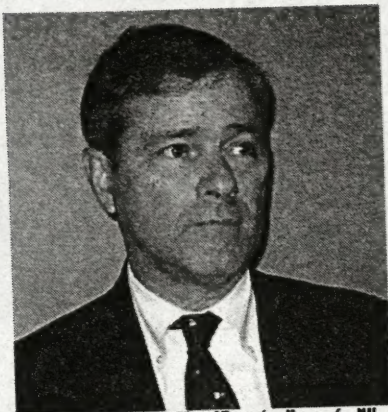
(continued on page 4)

MAINE MARITIME MUSEUM

243 Washington Street, Bath, Maine 04530
www.mainemaritimemuseum.org

Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof.

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From The Chart Table

Welcome to the Fall 2003 issue of *The Rhumb Line* from the "lofty heights" of the Chart Table. As you read this, Labor Day will not be far away and we will begin turning our attention to the fall. Right around now (it may have just past) is our third annual Antique & Classic Boat & Engine Rendezvous. Several weeks ago, we were pleased to be featured in a booth at the Maine Antique Dealers' annual show in Portland. Curator Anne Witty and Trustee Charles Burden conspired to bring along some lovely nautical folk art goodies (to be seen, not sold).

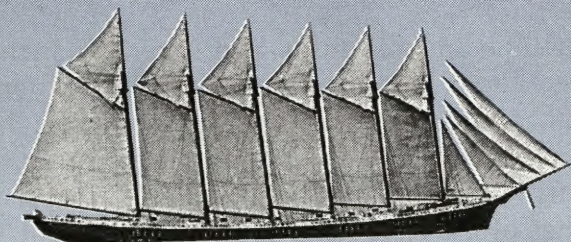
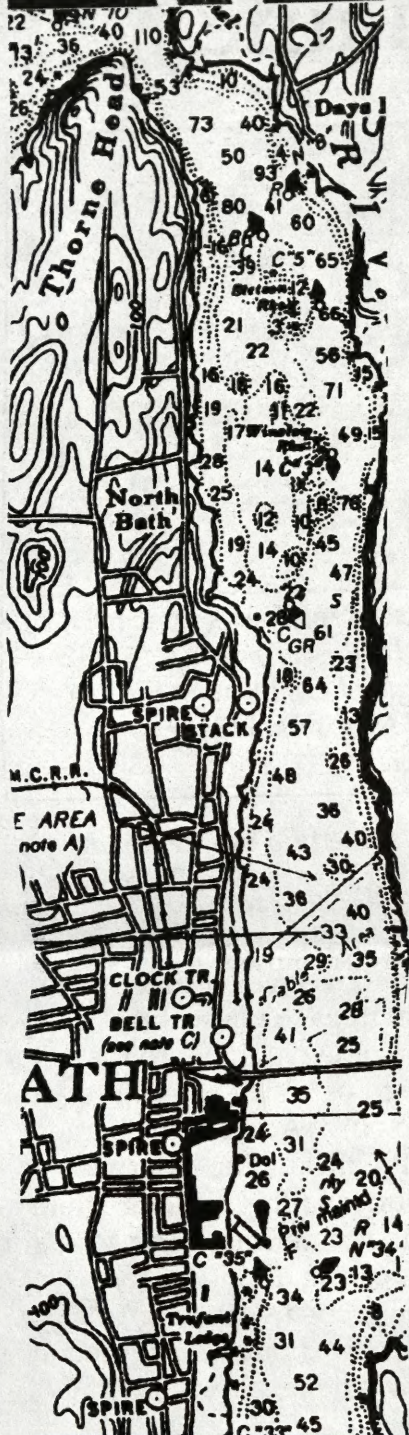
In a very few weeks, the school year begins and our halls will once again echo with the sounds of young people learning things. Brand new South Bristol Eighth Graders will begin feeling their way around the Ned and Kathy Harding Boatshop, setting their sights down the school year to a spring launching of two skiffs. Artworks from the Fellows of the American Society of Marine Artists will be augmented by a few pieces from Fleet Bank's wonderful collection to make a show of 35 or so works during the months of November and December. Do come and see this show and keep an eye on your mail for an invitation to the Preview Party Dinner & Auction on October 31st. Then, in December, we will open a brand new exhibit on ocean commerce, exploring how Maine ships and mariners have contributed to the world's economic growth.

In the next several weeks, our Board, Staff and others will cooperate to refine the Museum's view of the intermediate future. None of us have a crystal ball, but all of us feel the need to set forth the challenges and opportunities we face as we come about on our next tack. I hope to share these thoughts with you in the near future.

Let's hope for a dividend in the form of nicer weather this fall than we had last spring, and why not cash in on it by visiting us before the leaves fall and the snow flies?

Tom

Thomas R. Wilcox, Jr.
Executive Director



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Thank You!

The Rhumb Line

Number 35

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An Ode to Our Volunteers

Summer in Percy & Small Shipyard is underway,
With help from Museum Volunteers every day.
Welcoming, orienting, and demonstrating, too,
Smiling, laughing and interpreting our river view.
Making each visitor feel at home,
Whether from Sydney, Columbus or even Rome!
And remember those behind the scenes,
Researching, painting, and caulking seams...
And working hard the whole year through,
To all our volunteers we say THANK YOU!

And just in case you feel left out,
Here's our next date to know about:
Quartermasters Day is October 18 -
We rake, we clean, we have great cuisine!
For more information, don't delay,
Call our Volunteer Coordinator today!

443-1316 ext. 350 or conner@bathmaine.com

Steamboats of Mid-Coast Maine (continued from page 1)

wallow in bad weather, lifting first one side paddlewheel and then another from the sea. And, notwithstanding their quite sturdy hulls (photographs show many of them waiting out a tide perched on a ledge), their "top hamper" was not built to withstand the pummeling of storm-driven ocean swells. Thus, the favored storm tactic of Capt. Collins and most of the other Boston boat captains was to run for cover.



Capt. Jason Collins surrounded by [some of] his officers of the steamer *Kennebec*, late 1800s or early 1900s. Born at Farmingdale, Maine in 1817, he died at Gardiner in 1907 at the age of 90. He commanded Boston to Kennebec River steamers for forty years.

Captain Jason Collins retired from the wheelhouse in his early eighties, having followed the sea for more than sixty years— mostly in steam, but first under sail in square-riggers. It was he who from the bridge of the *Kennebec* was said to have exchanged whistle signals with the steamer *Portland* as the latter sailed out of Boston to her end on the night of November 26, 1898, while Captain Collins turned back to the safety of the harbor.

One arrived at one's destination early the next morning, sometimes in the pre-dawn hours after having been awakened by the steward. Arrival in Boston usually meant continuing one's journey (if Boston wasn't the goal) by land-based conveyance — hack, train or carriage, later by motorcar. In Bath on the other hand, in summer, one might very well be traveling on to Boothbay Harbor or to one of the many islands in its vicinity, in which case one would most certainly continue on in one of the smaller day or excursion steamers built for the purpose. A quick glance at Maine's ragged coastline in this area, with destinations down long peninsulas, easily explains the attraction of travel by mechanically propelled vessels instead of by stage coach or wagon.

For more than forty years (from 1884 until 1927) the Boothbay boat would have been the *Wiwurna*, built by William Rogers in Bath in 1884. 102 feet long with a 19 foot beam, *Wiwurna* made the 10-mile run from Bath to Boothbay via the Sasanoa (or Back) River, across the Sheepscot, through Townsend Gut (north of Southport Island) into Boothbay Harbor. Way stops (some made only for disembarking passengers or when signaled from ashore) were made at Riggsville (now Robinhood) on Georgetown, Westport (two different locations), MacMahan Island, Five Islands, Dogfish Head (on Southport), Southport Landing, Mouse Island in Boothbay Harbor, and, finally, the Eastern Steamboat (later Eastern Steamship) Company wharf in Boothbay Harbor.

At the Westport Junction stop, or at Mouse Island as well as at the steamer dock in Boothbay Harbor, transfers of passengers and freight were routinely made to other — usually smaller — boats that traveled on to the more off-the-beaten-path docks and



Wiwurna (101.5' by 19.2' by 5' and 98 tons) was built by William Rogers at Bath in 1884 for the Eastern Steamboat Company. The venerable Capt. Gilman A. Low was her first master. In her long career she carried President Benjamin Harrison on a tour of Bath's waterfront in 1889. She also carried the stranded passengers of the wrecked *City of Rockland* back to Bath in 1923. Here she meets passengers at MacMahan Island's dock in the *Little Sheepscot* in 1911.

floats of individual resort hotels or summer island communities.

Damarin would tie up alongside *Wiwurna* at Westport Junction and then make stops at Isle of Springs, Sawyer's and Barter's Island.

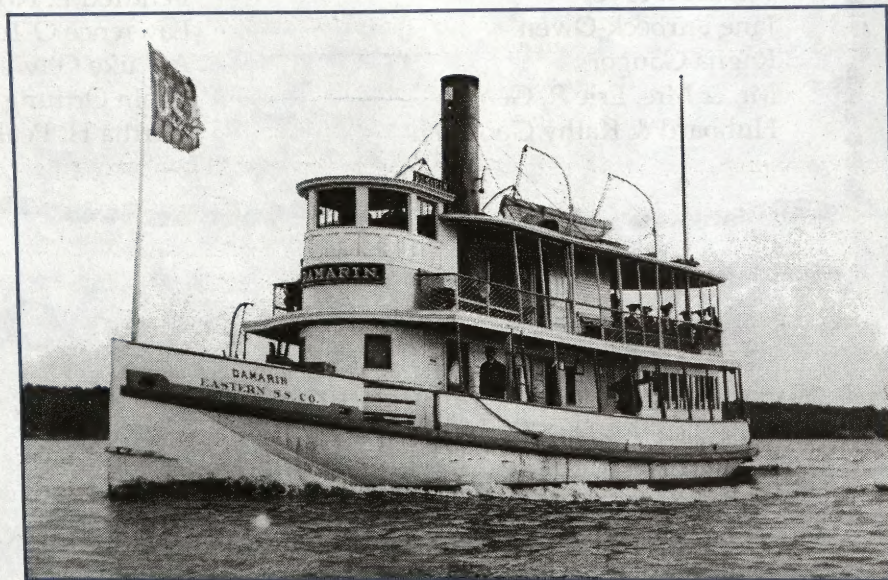
The little *Nellie G.* ferried people out to Squirrel Island from Boothbay Harbor.

Vacationers staying at one of the hotels at Popham Beach, if they did not arrive by one of the Boston boats, could get there from Bath on the line designed to provide an economic link to this nascent little resort community.

The diminutive *Winter Harbor* and the *Eldorado* shared the run in 1904 and 1905. The boat with the longest tenure on this run was *Virginia* (1909 — 1927).

Other boats that operated more or less exclusively to provide transportation to and from a resort property included the

(continued on page 5)



Built as *Samoset* in Bath by Pattee and Mitchell in 1873 (63.3' by 13.5' by 5.6' and 37 tons), *Damarin* was re-built at the New England Company in Bath in 1894. Her superstructure was all-new, she was lengthened by four feet and made 18" deeper. From 1894 until 1914, she was primarily a transfer boat on the Bath to Boothbay run.

Steamboats of Mid-Coast Maine (continued from page 4)



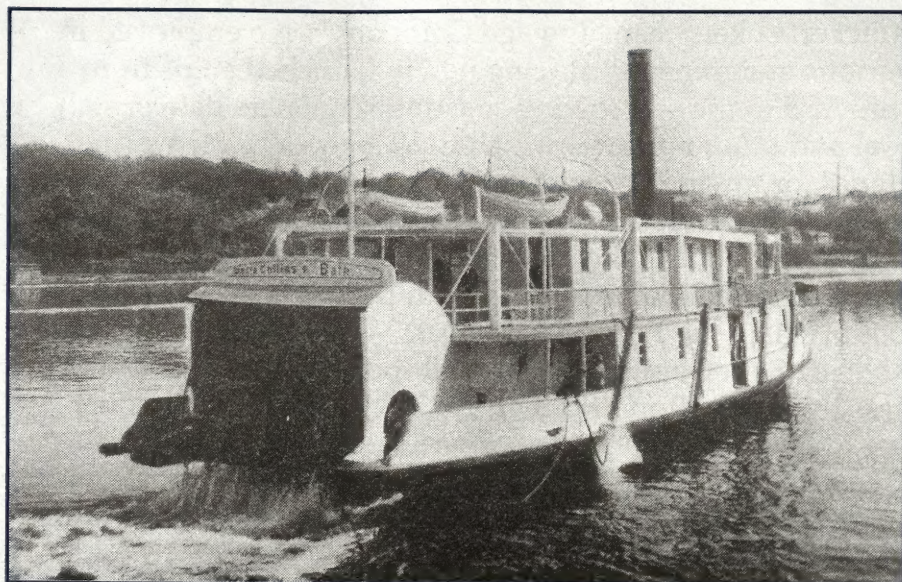
Nellie G. was built at Woolwich for Captain Amasa Williams by N. T. Hanson in 1895 and named after the captain's wife Nellie (Gowell). Just 36.8 feet long and measuring 10 tons, Capt. Williams made several trips daily from Boothbay Harbor out to Squirrel Island from 1902 until 1925 when his son Walter took over. In 1933 she began service in Casco Bay.



The steamers Eldorado and Winter Harbor were companions on the Popham Beach run (and shared the mail contract – note the "U. S. M." flag at the bow of the Eldorado) only for the two years 1904 and 1905. Eldorado (73' by 17' by 6.4' and 97 tons) was built in Buffalo in 1893. She was mysteriously destroyed by fire at Popham Beach in 1908. The little Winter Harbor (lengthened and re-configured in 1917) was on the Boothbay Harbor to Wiscasset run from 1906 until her abandonment in the early 1930s.



M & M (shown here with Eldorado in background) was built at Thomaston in 1886. She carried guests from Bath to the Seguinland Hotel on Georgetown. Seguinland's owner, Walter E. Reid, donated the land to the State of Maine that would ultimately become Reid State Park.



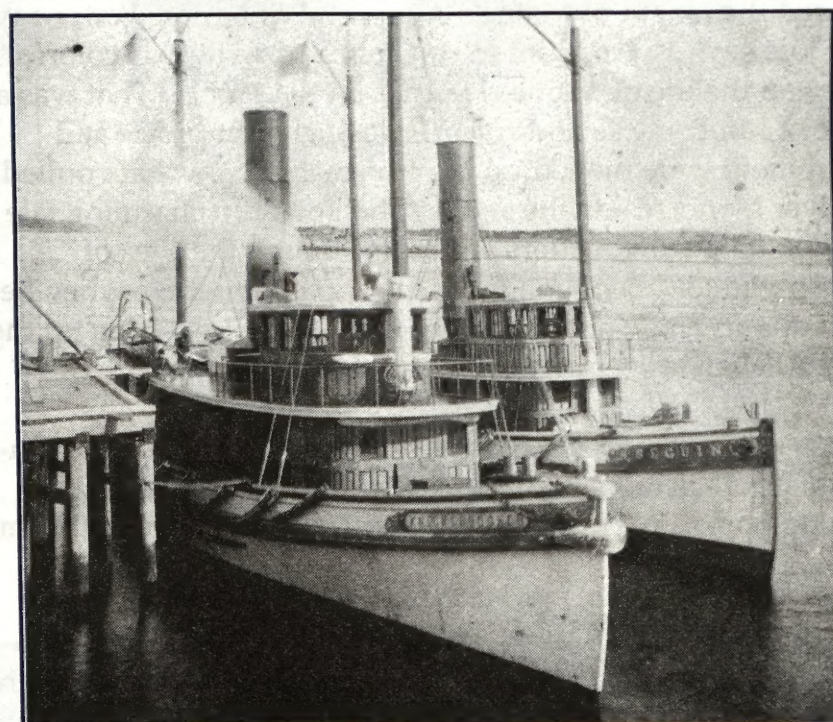
Built at East Boston for the Kennebec Steamboat Company, the Della Collins, with her shallow draft and single stern paddle-wheel, was difficult to maneuver. Capt. Ira Lewis of Five Islands, her master for 25 years, according to Jane Stevens in her wonderful book One Man's World: Popham Beach, Maine, was to have said, "One of the most difficult tricks I ever had to perform on her was to turn her around when the wind was blowing hard. It took the full width of the river and part of the adjacent pasture."

steamer M & M that carried guests from Bath to Walter Reid's Seguinland Hotel (now the Inn at Grey Havens) on the Sheepscot shore of Georgetown around 1900.

If one's business or pleasure took one north to Augusta from Bath or Gardiner, for the 27 years between 1879 and 1906 one would have taken the Della Collins, named after Captain Collins' daughter. This was a strikingly different sort of vessel in that it was a stern paddle-wheel steamer – a "wheelbarrow boat" so-called – that drew very little water to accommodate the shallow river up that way and, as a type, was extremely difficult to maneuver. It was said the Della could float on a heavy dew.

The waterways of the mid-coast of Maine at the turn of the last century were filled with other steam-powered craft that helped form the fabric of the coastwise maritime commerce of the time. Tugboats like the Knickerbocker and Seguin of the

(continued on page 6)



The tugs Knickerbocker (103.2 by 23.9' by 9.4' and 103 tons), built at Philadelphia in 1873 and Seguin (88.1' by 19.8' by 9.5' and 89 tons), built at Bath in 1884 by B. W. and H. F. Morse, share dock space and Knickerbocker Steam Towage livery ca. 1885.

Steamboats of Mid-Coast Maine (continued from page 5)

Knickerbocker Steam Towage Company were employed in various assignments: moving newly launched ships from shipyard to the sea; towing coasting schooners delivering coal and other products which then loaded ice for warmer climes; or towing barges along the coast loaded with bulk cargoes. Steam ferries - some for people, teams of horses and later automobiles (like the *Hockomock*); others for railroad cars connecting the Maine Central with the Knox and Lincoln County (like the *Ferdinando Gorges*) - crossed the Kennebec River at Bath from the 1860s until they were put out of business by the Carlton Bridge in 1927.

It was the automobile that caused the extinction of the steamboat. 1907 marked the first year the ferryboat *Hockomock* carried



Ferdinando Gorges, named after English colonizer and early proprietor of Maine, was built at Bath Iron Works in 1908. She was 243' long and 67' wide and could carry nine railroad passenger cars or 15 freight cars of the day. Uncommonly for side-wheel steamers, her 30' diameter paddle wheels could independently turn in either direction, greatly adding to her maneuverability.

automobiles across the Kennebec and these were lumped in with statistics for two-horse teams. In 1910 1,961 cars were transported and by 1916, 15,000 automobiles were carried. In 1920 the ferries *Gov. King* and the *Hockomock* together carried 51,200 automobiles.

With the end of steam travel, the look of the place changed forever. Even with the continuing increase in population since that time, an explosion in summer visitors and, one would assume, an increase in the volume of pleasurecraft, the waterways of mid-coast Maine would seem quite devoid of traffic to Capt. Collins if he could view the waterscape today.



Built at Bath in 1901 for the Peoples Ferry Company, Hockomock trundled back and forth across the Kennebec until the Carlton Bridge was completed in 1927. Her propulsion was supplied by Bath Iron Works and she had screw propellers at each of her double ends.

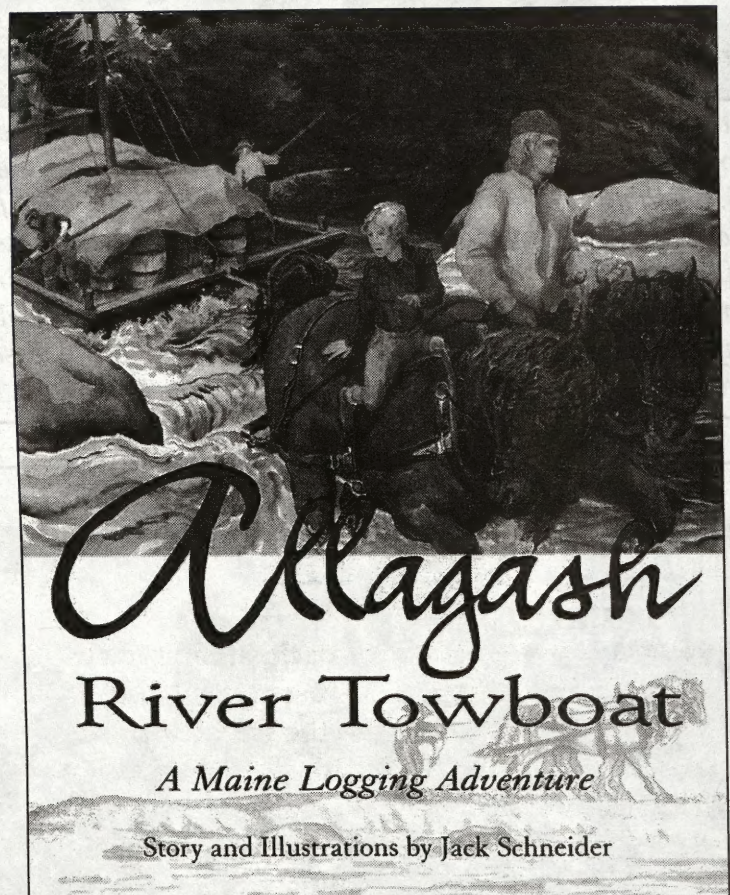
Allagash River Towboat

A Maine Logging Adventure

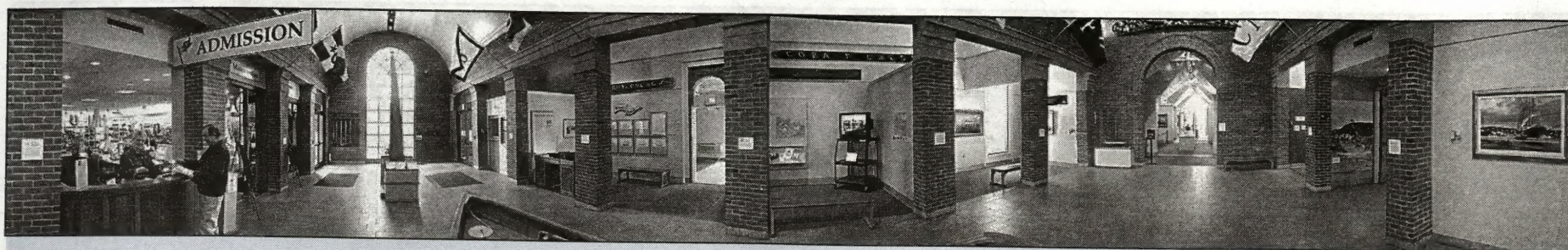
By Jack Schneider

In the summer of 2000, Museum volunteer Jack Schneider canoed the length of Maine's Allagash Wilderness Waterway. The journey inspired him to research and write this colorful story on the life of Maine rivermen in the 1930's. That was a time of lumberjacks and river drives, when supplies and equipment were moved up the Allagash by towboats pulled upriver by horses on the shore. The book is a charming tale written for young readers and told through the eyes of eleven-year-old Ben who takes the trip of a lifetime when he accompanies his uncle on one of the last towboat trips up the wild Allagash River in November of 1937.

Jack is an artist and this beautifully illustrated book is a wonderful gift for young readers! Jack will be at the Museum signing books on **Thursday, August 28th from 1:00 - 3:00 pm.**



For two days this fall, area Girl Scouts will join Jack Schneider and another well-known local writer, Lea Wait for a unique workshop exploring the creative processes of writing and illustrating books. On November 2nd and 16th, under the guidance of these two wonderful teachers, students will craft their own stories and then draw the illustrations. For the Scouts who would like to share their work, the Museum will display them on December 7th during our annual Holiday Party and Community Open House. Call Karin Hansen if you would like more information!



Coming Soon in the Galleries

Exciting changes are in store for the Museum galleries this fall and winter.

On November 1st, "The Everlasting Sea: Marine Artists Past & Present" will open. Featuring two dozen contemporary artworks from the Fellows of the American Society of Marine Artists and several classic seascapes from FleetBank's permanent collection, this exhibition will transform several galleries into a showcase of the best in historical and contemporary marine art. The show is accompanied by a handsome, informative catalogue that goes on sale in the Museum Store in August. It will run through the holiday season, accompanied by several special programs featuring marine art. Watch your mail for invitations to the opening reception!

"The Everlasting Sea" is the result of a partnership among the Fellows of the American Society of Marine Artists, FleetBank, and three host Museums: the Newport Art Museum in Newport, Rhode Island; Maine Maritime Museum; and the Connecticut River Museum in Essex, Connecticut. We thank our artist friends and all of our collaborators for making this show possible!

In December, a new exhibition spotlighting Maine's ocean commerce will open in the Crooker Gallery and adjacent "A" Gallery. Tracing the development of oceangoing trade to and from Maine from colonial times through the 20th century, the exhibit will use artifacts, images, models, sound and words to convey the significance of this trade to Maine. Starting with Maine's earliest deepwater trade in brigs and barks and moving through the cotton trade, the clipper ship era, and the Down Easters, the exhibit continues into the 20th-century with the story of freighters tramping the world for cargoes.

Ship Modelers' Show on the Horizon

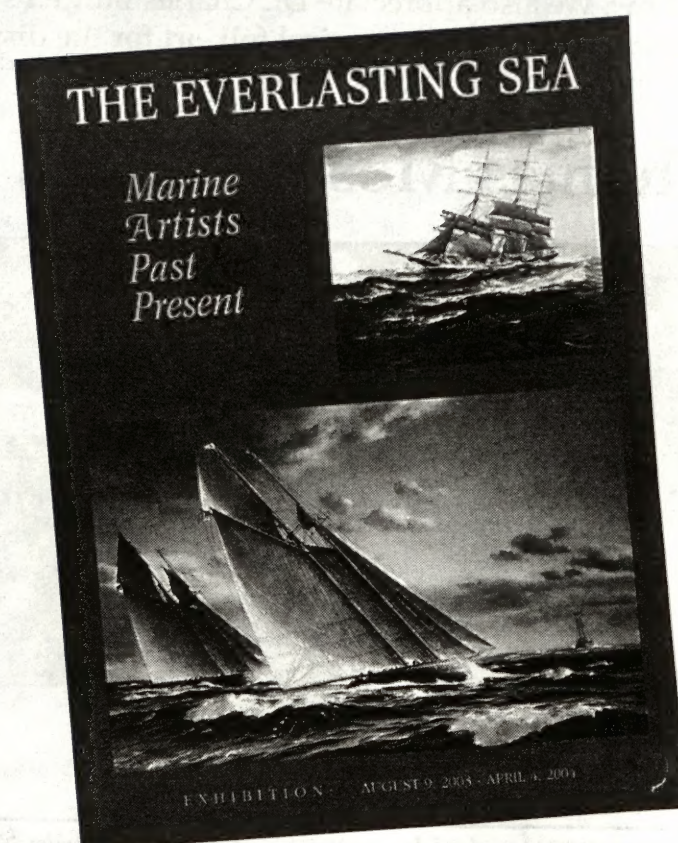
From Friday through Monday of the Columbus Day weekend, October 10-13, 2003, the Museum will host its second exhibition of ship models from the skilled artisans of the **Downeast Shipmodelers' Guild**. The show will include half-hull and full models, pond (sailing) models, works in progress, and demonstrations of modeling techniques. Join Guild members in their fascinating world of craftsmanship in creating miniature vessels, a great chance to meet and talk with some of the finest modelers in New England!

The **Downeast Shipmodelers' Guild** meets the second Wednesday of each month at 6:30 pm at Maine Maritime Museum. Meetings are open to anyone interested in the world of modeling, its tricks & techniques. For more information, telephone Guild President Gary Beckwith at 207-799-0722.

The exhibition is designed to complement our core exhibit, "The Maritime History of Maine," with an in-depth look at the most important trends in the region's ocean commerce. A special highlight will be the story of the Maine-built clipper *Snow Squall*, whose remains are exhibited at the Museum. Two especially-commissioned models of *Snow Squall* will be featured, to bring to life the story of the Maine-built clippers and their cargoes from around the world. A new look at the life of the Maine sailor and an audio component to the exhibit promise to make these galleries an all-new visitor experience! We are most grateful for the generous support of the Gordon Fund and the Edgard & Geraldine Feder Foundation in making this exhibit possible.

A reinstallation of works from the permanent collection is planned for the winter of 2004, after "The Everlasting Sea" departs for its final venue. Later in the winter, the C Gallery will feature Heather Perry's stunning photographs of Merrymeeting Bay and the boatbuilding of Buster Prout, both showing the contemporary face of time-honored maritime traditions in the Kennebec River region.

What's In Store?



The Everlasting Sea: Marine Artists Past & Present Exhibition Catalogue is now available in the Museum Store!

As always, Members are entitled to a 10% discount, and Museum Volunteers receive a 20% discount.



Maine Maritime Museum's exhibit was prominently displayed at the Maine Antique Dealers' Show.

Museum Featured at Maine Antique Dealers' Show

Several prime pieces of nautical folk art from the Museum collections made their way to the July 2003 Maine Antique Dealers' Association Show in Portland. The Museum display drew a lot of interest among visitors to the prestigious two-day show, as well as from the more than seventy antique dealers present. All were encouraged to visit the Museum and see more of our collections, and many people we talked to are already members of the Museum or have used our research facilities.

The Museum appreciates the hospitality of the Maine Antique Dealers' Association for inviting us to participate in the 2003 show. We also appreciate Dr. Charles Burden's generous assistance in selecting nautical folk art for the display!



Anne Witty, Curator and Ellen Conner, Volunteer Coordinator, enjoyed offering information at the Show.

Thomas Moser Unveils A New Design

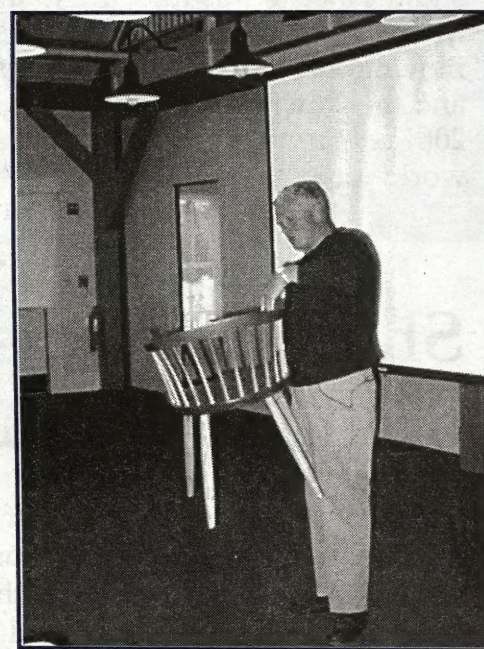


Members and guests enjoy champagne and an opportunity to have Tom Moser sign his book, Thos. Moser ~ Artistry In Wood

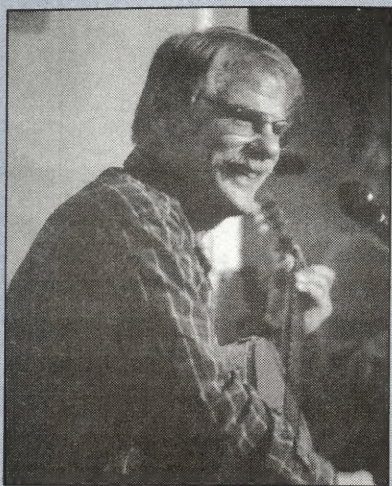
Over 125 Members and guests of the Museum had a wonderful evening on May 22nd as they watched Thomas Moser of *Thos. Moser Cabinetmakers* unveil his latest chair design - *The Newport Chair*. The evening also offered the opportunity to have Tom sign his newest "coffee table book," *Thos. Moser Cabinetmakers ~ Artistry In Wood*, now available in our Book Store.

The Newport Chair has been in development for over six years, and Tom was delighted to find examples of the 230 year-old Windsor chair design at the Redwood Library and Athenaeum in Newport, RI. (This occurred during his visit there in the spring of 2002 on the Newport, RI tour with Miriam & Charles Butts.)

The new Moser *Newport Chair* exemplifies 21st century design with a lineage dating back to at least 1764. Tom Moser, a Museum Trustee, has graciously donated his "Prototype Number One" *Newport Chair* to the Museum where it will be a featured item in the Opening of American Society of Marine Artists Exhibit & Auction on November 1, 2003.



Thomas Moser unveils his NEWPORT CHAIR on May 22nd at the end of his presentation in Long Reach Hall.



Gordon Bok Concert

November 15, 2003, 7:00 - 9:00 pm in Long Reach Hall

On Saturday, November 15 the Museum will present a concert by Maine folk artist Gordon Bok. Raised in Camden, Maine, where he started singing and playing guitar at an early age, Bok was inspired by both his musical family and the coastal environment. He worked on or near the water much of his earlier years, in shipyards and on sailing vessels. His musical repertoire consists of a rich trove of ballads of Maine and the Maritimes. He has recorded over thirty albums and performed at concert halls and festivals throughout the U.S., Canada and Europe. Critics call Gordon the "poet laureate" of seafarers. "If the sea had a voice with which to sing, it would be the voice of Gordon Bok."

Tickets are \$20.00 per person and must be purchased in advance - Call 443-1316, ext. 0.

8th Annual Pirate's Party

Saturday, October 25, 5:00 - 8:00 pm

Come One Come All...

To The Greatest Pirate Party Of Them All!

This year's fun will include a haunted pirate's lair, pirate games, sea music, a treasure hunt, a bonfire with tales of the sea, and there have even been reports that a roving band of pirates may once again attempt to take MMM. This family event has delighted participants in the past, and has become a tradition. Come in your most nautical or ghoulish costume - experience "the Pirate Life!"

Tickets purchased before the event are offered at a discount price. For more information or tickets call - 207-443-1316, ext.0



Remember the Museum With a Deferred Gift

Maine Maritime Museum can benefit from Deferred Gift arrangements including:
Pooled Income Funds; Gift Annuities;
Charitable Remainder Trusts;
Naming the Museum in your will,
and Gifts of Real Estate.

For information about these types of investments, please call us at 207-443-1316 Ext. 327

What Secrets Lie Below...?

Visit the mysterious new ORLOP Deck!
Created by our Registrar, Chris Hall -
now on our Website at mainemaritimemuseum.org
(Go to Research/Curatorial/Notes from the Orlop)

Corporate Partners Program

Our Corporate Partners Program exemplifies how Museum support can offer marketing benefits for our business partners, as opposed to purely philanthropic endeavors. In exchange for critically needed help - either financial or gifts-in-kind - this Program provides a menu of marketing benefits, representing advantages to both the business and to the Museum.

The trustees, staff & volunteers at Maine Maritime Museum encourage all area businesses to consider becoming Corporate Partners. Director Tom Wilcox, extension #324 or Development Director Linda MacMillan, extension #327, will be happy to address any questions. Their email addresses are:
wilcox@bathmaine.com macmillan@bathmaine.com

Our Corporate Partners include:

Corporate DownEasters:

Bath Iron Works
Bath Savings Institution
CHR/GMAC Realty
PretiFlaherty
The Harraseeket Inn
The Times Record

Corporate Shipwrights:

Baker Newman & Noyes
The Highlands
W.P. Stewart Asset
Management, Inc.

Corporate Patrons:

A.G.A. Correa & Son
Henry R. Abel & Co., LLC
Sebasco Harbor Resort
The Kennebec Company

Overnight Scout Camp-In 2003-2004

LIGHTHOUSES & STEAMERS Scout Camp-In

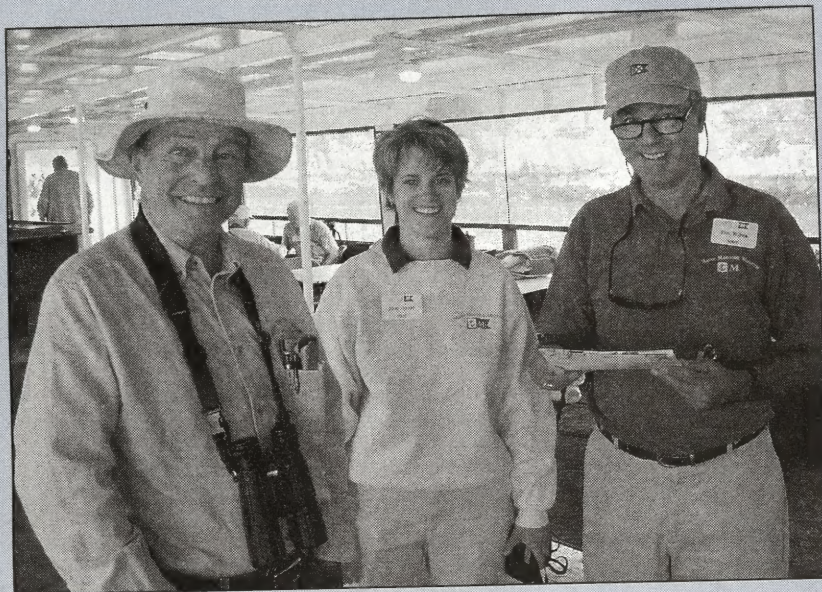
Just because autumn comes doesn't mean activity ends at MMM! Among the many fun and educational programs for younger visitors the Museum hosts several sleepovers, or Camp-Ins, for boy and girl-scout troops. The fun begins when a group of up to 40 boy or girl scouts (usually consisting of more than one troop) arrive at the museum on a Saturday evening after dinner, and continues through mid-morning on Sunday. The scouts are introduced to the Museum and its collections, play games, make crafts and "sleep" in Long Reach Hall. Each year the program has a central theme, which is explored with items from the Museum's collections. In the past, these themes have included "Ports of Call," "A Sea Captain's Life," and "Explorers on the Maine Coast."

This season, our Camp-In theme is Maine's lighthouses and their importance to coastal steamers. Scouts will explore the world of Maine's lighthouses and steamboats at the turn of the 20th century, focusing on the Kennebec River and Casco Bay region and its steamboat and lighthouse culture. This is done through model making, games, an exploration of a steamer trunk, learning about coastal navigation and tales of Maine's lighthouses. This lighthouse emphasis is particularly timely since the recent minting of Maine's quarter, featuring Pemaquid Point lighthouse.

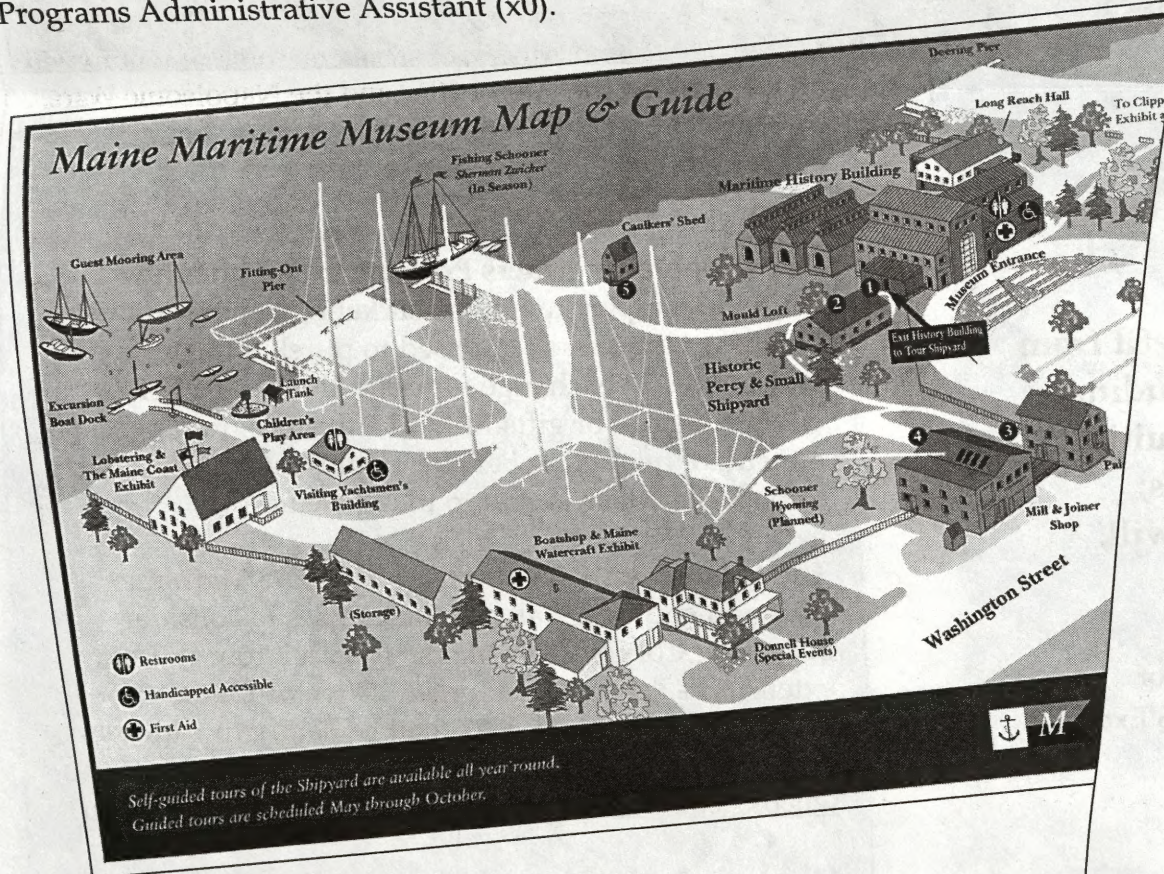
For more information about this program, contact Tad Lyford, Education Coordinator (x339) or Jason Morin, Education Manager (x325). To ask about available dates or to schedule your scout troop, contact Mary Maverick, Public Programs Administrative Assistant (x0).

Volunteers Cruise on the Bay Mist

Ninety volunteers and guests of the Museum enjoyed a "foggy but fun" boat cruise around Casco Bay on July 22nd. Plans are already underway for next year's cruise. Since the vessel can carry 300 people, we hope ALL volunteers will join the fun next year.



Volunteer John Way, Coordinator Ellen Conner and "Captain" Tom Wilcox enjoy the BAY MIST Cruise.



The Latest Visitor Services Materials...

The Public Programs Department has developed some wonderful new resources for Museum Visitors with a colorful and newly **updated map with a self-guided tour** of the P&S Shipyard.

The twenty-four different **biography cards** are a fun and educational way to discover the P&S shipyard workers, foremen, schooners and captains. The cards are on a heavy stock and may be taken home as souvenirs. This is an ongoing project, so watch for additions next spring.

Percy & Small Shipyard

WYOMING

6 - MASTED SCHOONER

Wyoming was the largest commercial wooden sailing vessel ever built. Designed by Bant Hanson and built under the watchful eye of master builder Miles Merry, *Wyoming* took less than nine months to complete. She was launched on December 15, 1909 in a large celebration at the Percy & Small yard. She was sold in 1917.

Maine Maritime Museum

8th Annual South Bristol 8th Grade Launch!

Friday, June 13th was a lucky day for the 2003 8th Grade Class from South Bristol School as they launched their two beautiful dories into their own harbor. It was a glorious day with many families and friends to cheer on these successful boat builders! Congratulations!

We greatly appreciate the generous support by Chantal & Michael Jennings for this very special program at Maine Maritime Museum.

Enjoying their first moments afloat are (L-R) Madison Henry, Olivia Clifford, Max Madigan, Nicholas House, Stephen Coopersmith, and Michael and Matthew Von Vogt.

Photo by Nancy Connery



Save These Dates on Your Calendar!

August 28, 1:00 - 3:00 pm	<i>Allagash River Towboat</i> Book-signing with Jack Schneider
September 6, 10:00 - 11:00 am	Starfish Club
September 10, 5:00 - 7:00 pm	Volunteer Picnic
September 20, 11 a.m.	Annual Meeting of the Membership
September 25 - 28	Members Trip, Castine to Campobello
October 3, 10 am	Starfish Club
October 10 - 13	<i>Downeast Shipmodelers' Guild</i> Exhibit
October 10 - 12	<i>Society for Nautical Research</i> Conference
October 18	Quartermasters' Day
October 25, 5:00 - 8:00 pm	Pirates' Party!
October 31	<i>The Everlasting Sea</i> : Exhibit Preview Party, Dinner & Auction
November 1	<i>The Everlasting Sea</i> - <i>American Society of Marine Artists</i> Exhibit Opens
November 2	Girl Scouts Writing Workshop with author Lea Wait
November 15, 7:00 pm	Gordon Bok Concert In Long Reach Hall
November 16	Girl Scouts Illustration Workshop with author & artist Jack Schneider
December 7	Annual Holiday Party & Community Open House

Society for Nautical Research Conference

An Invitation to Maine Maritime Museum Members

The British-based Society for Nautical Research has been active since 1910 in helping to preserve the maritime history of Great Britain. They have helped found the National Maritime Museum at Greenwich, have helped to ensure the survival of Nelson's *Victory* and the steamship *Great Britain*, and publish the superb journal *The Mariner's Mirror*.

The SNR will hold a conference for their North American members, at Maine Maritime Museum's **Long Reach Hall on October 10-12, 2003**. Members of Maine Maritime Museum are welcome to register for the conference. The theme of the gathering will be "1812 and After;" there will be both British and American speakers, some of whom will be speaking on the War of 1812 and the Napoleonic Wars. This will be a lively and interesting symposium with our British and Canadian cousins.

For details and registration information, please contact Nathan Lipfert at (207) 443-1316, ext. 328, or lipfert@bathmaine.com.

Maine Maritime Museum Annual Meeting

Saturday, September 20th, 2003

Please join us for our **Annual Meeting of the Membership** on Sat., Sept. 20th - 11:00 a.m. preceded by coffee at 10:30 a.m.

In addition to Committee Reports and other business, the class of 2006 will be elected to the Museum's Board of Trustees.

Of special interest: A progress report on the *Wyoming Evocation* and viewing of the artist's model. Following the meeting, you may purchase lunch in Long Reach Hall and enjoy it inside or on the waterfront sundeck.

All Members are Welcome !

Puzzler From The Library

Nathan R. Lipfert, Library Director

A New Puzzler: Here is a picture that looks like an albumen print, ca. 1855-1920, with a lot of tantalizing detail. The midship-island steamer at the coal wharf appears to be an early iron- or steel-hulled tramp steamer. Her name is partly obscured and completely unreadable; the name of the schooner at left is also not readable. The schooner in the center may be *Dahlia*, but no home port is visible. The square-riggers in the background appear to be a group of steam auxiliary warships. In the distance at the right is a large sidewheel steamer with a short name, probably beginning with *MAR*. The distant shore appears to be forested. The presence of a barkentine and the steepness of the shore made me think of the West Coast for a time, then I went through a phase when I was sure it was Maine, now I'm wondering whether the freighter is European and whether it would mean anything if it were.

I have spent way too long on this one. Any ideas? Please reply to Nathan Lipfert, (207) 443-1316, extension 328, or lipfert@bathmaine.com, or at the Museum's mailing address.



Last Issue's Puzzler: There has been no response concerning this neat steamer photograph, and we remain puzzled. Staff members who have continued to search have found a number of small steamers in which the half-height deck house continues under a full-height canopy in this way – nearly all on fresh water – but none that exactly match this vessel. If you know anyone who might know, please pass this along to them!

Puzzler From Two Issues Ago:

This image, which may or may not be the fast fishing schooner *Harry L. Belden*, built in 1889 at Essex, Massachusetts, by Moses Adams, has at least had the location identified. Despite my declaration that it did not look like Gloucester, Capt. Julian Hatch of Bath, who is from Gloucester, Massachusetts, has confidently identified the picture as being of Rocky Neck on the east side of Gloucester harbor. The photograph looks across the entrance to Smith Cove, with the cove being to the right. Capt. Hatch recognized many details of the area, and we are convinced that he is right about the location.

